

# The Independent

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## THE INDEPENDENT

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DANIEL LOGAN, Editor.

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## HOW CHINA

Will Pay the War  
Indemnity.

At Tientsin I found and ocean  
of shipping lying at the wharves.  
There were boats of all kinds  
and from all parts of China;  
there were acres of raft made of  
logs, which were to be used as  
lumber; there were great barges  
and junks loaded with all of mer-  
chandise, and as we neared the  
city we came into a forest of  
masts, among which swarmed  
tens of thousands of blue-coated  
brown-skinned men, loading and  
unloading the ships to which  
they belonged. There were so  
many of these coolies that they  
made me think of a swarm of  
ants, and they were quite as busy  
as ants at their work. Every  
man went on the trot, and I saw  
them at work from early morn-  
ing until late at night. There is  
no machinery used on the  
wharves of any Chinese city.  
There are no derricks and no  
steam engines; human muscle  
carries all the freight.

The heaviest of packages are  
borne off on the backs of men. I  
was surprised at their strength. I  
saw coolies at Tientsin who could lift  
500 pounds, and some were carry-  
ing bales of cotton on their backs.  
At Hankow I saw coolies un-  
loading ingots of steel, which  
weighed half a ton. These in-  
gots were brought from Belgium  
to China, in order that the Chi-  
nese might experiment with them  
in the making of railroads. A  
half dozen coolies would take  
hold of one of these big pieces of  
steel, raising it by means of ropes  
and poles, and they would grunt  
and sing as they carried it off the  
steamer. All the boats on the  
Yangtze are unloaded in this way,  
and at all of the ports there are  
great hulks or barges filled with  
men, who wait for the steamers,  
and who handle all of their freight.

There are millions upon mil-  
lions of people who get their  
living off the Chinese rivers.  
China is said to have more boats  
than all the rest of the world put  
together, and its boat population  
would in probability be greater  
than that of all Europe and  
America. On the Pearl River, in  
South China, at the city of Can-  
ton, there are said to be 300,-  
000 who were born, live and die  
upon the water. This river which  
you reach from Hongkong, is  
filled with shipping, and as you  
near Canton you will find it filled  
with crafts of all kinds, from the  
small steamer to the great Chinese  
junk. There are thousands of  
sampans, or little Chinese gondo-  
las, with great white and black  
eyes painted on each side of their  
prow. There are great cargo  
boats, which have bigger eyes,  
and there are vast ships,  
the eyes of which are as large  
around as a dinner plate. The  
Chinese paint eyes on all their  
boats, and a sailor would as soon  
think of trying to travel through  
a city blindfolded as of sailing on a  
boat which had not a pair of eyes  
painted on the front of it. I found  
a whole family living on these  
boats, and I saw some not more  
than twenty feet in length, which  
contained three generations of  
Chinese. I remember one woman  
who rowed me to shore at Hong-  
kong. She was working away,  
with a baby of about two years  
old on her back. I heard a squall  
in the rear of the boat, and, look-  
ing back I saw a raw, red baby  
frantically waving its rosy arms  
and crying on its protests through  
its toothless gums. This woman  
had no other home than her boat  
and on such boats children are

born, grow up and die. Marria-  
ges take place upon them, and all  
of the features of household life  
are to be seen in connection with  
them.

Each of the high officials who  
live along the Chinese rivers has  
his own boat. This is decorated  
with flags, and the bigger the  
man the more flags and bunting.  
Li Hung Chang has a steam  
launch. When his wife died not  
long ago a gorgeous funeral barge  
was made for her. This was  
decorated with white, which is  
the Chinese color for mourning,  
and it looked gorgeous to Ameri-  
can eyes. The Chinese have boats  
which are worked by the feet and  
which are shaped just like a  
slipper. These are used as dis-  
patch boats. They are not much  
bigger than the ordinary canoe  
and they can be made to go very  
fast. At Canton I was shown a  
boat which had paddle-wheels at  
the side and which were worked  
by man power. The men turned  
the wheels inside the boat, which  
connected with the paddle-wheels  
outside and a half dozen men were  
doing the work of an ordinary  
gas-engine. I could fill this  
column with description of the  
different kind of boats used by  
the Chinese. Each section has  
its own peculiar make of boats  
and a Chinese sailor can tell to  
what part of the country a ship  
belongs as soon as he sees it.

There is a vast boat traffic in  
the far interior of China. Isaw  
boats at Hankow which had come  
down almost from the borders of  
Thibet. They were made so that  
they could jump the rapids and  
work their way through the great  
gorges of Ichang. These gorges  
are 270 miles above Hankow and  
nearly 1000 miles from the sea.  
The great Yangtze River here  
flows through immense canyons,  
the rocks of which rise for hun-  
dreds of feet straight up above the  
water. The gorges are in places less  
than 1000 feet wide, and the  
great river rushes through them  
at the rate of nine miles an hour.  
It rises and falls ten and twelve  
feet in a single night, and it boils  
and seethes as it goes through.  
Here is an eddy, there a whirlpool  
and there against the rocks it  
dashes in a spray almost like that  
of the sea. The rocks are filled  
with all kinds of ferns; they are  
of granite, and along the edges  
blue gownned, pig-tailed workmen  
are quarrying great blocks of  
granite, which are shipped down  
the Yangtze-Kiang. There are  
miles of these gorges, and the  
scenery about them is the most  
beautiful in China. The boats  
are tracked through the gorges,  
and there is quite a population  
along them whose main support  
is from such work.

The queerest boats I saw during  
my trip on the Pearl River were  
those devoted to the raising of  
geese and ducks. The Chinese  
are the best fowl-raisers of the  
world. They raise ducks by  
artificial incubation and they  
know just how to feed and care  
for them. For five days after  
they leave the shell they are not  
allowed to hear any noise and  
their food consists of rice-water.  
After this they are given boiled  
rice. For the first two weeks they  
are kept in a coop and then they  
are put on the boats and made to  
shift for themselves. The boats  
are very clumsy and they are some-  
what like rafts. One boat will  
sometimes hold more than 1000  
ducks which are in charge of one  
or two keepers. The duck farmer  
rows or sculls the boat to the low  
land along the banks of the  
rivers or creeks and he drives  
the ducks off from time to  
time to feast on the worms and  
snails which are here to be found.  
He has the ducks so trained  
that he can call them back to

the boat at will, and he hurries  
them up by giving the last duck  
a blow with a stick. After the  
ducks are grown he carries them  
from one market to another on  
his boat. There are fowl markets  
in all of the cities, and the goose  
market of Canton is field with  
thousands of birds every day.  
Fowls are sold both dead and  
alive. The ducks and geese are  
dried and pressed, and they are  
shipped in large quantities all  
over China. Taxes will now be  
collected on all such articles of  
food, and there will be nothing  
which passes through the rivers  
which will not have to pay a  
share to this fund demanded by  
Japan.

One of the means of raising  
money which the Government of  
China will have will be the grant-  
of foreign concessions for the  
building of railroads between  
points like Tientsin and Peking.  
Such concessions would undoubt-  
edly pay well, and it may be that  
Wharton Barker, if he will get  
some abler man than Count  
Mitkiewicz to represent him, could  
now put through his scheme for  
establishing a great Chinese na-  
tional bank and the building of  
railroads in the Celestial Empire.  
Of this, however, and of the  
chances of American capital in  
China, I will write in another  
letter.

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